

**ABP. Ref. 313361**

**Observation to Proposed SHD on Lands at Back Road & Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin**

**Submitted by: Miriam Jackson, 18 Hazelbrook, Kinsealy Lane, Malahide, Co. Dublin. K36 TC91**

**23 May 2022**

Dear Sirs,

As a resident of Hazelbrook Estate I wish to submit an observation to the Board in relation to the proposed Broomfield SHD, which is of significant concern to me and Hazelbrook residents.

I have no objection to the further development of the proposed adjacent residential estate and I support the urgent need for increased housing supply. I am supportive of the proposed cycling and pedestrian access.

However, I have serious concerns and reservations about the manner of the proposed link road and wider road infrastructure required to serve the expanded Broomfield development and its access through Hazelbrook onto Kinsealy Lane.

The proposed new road access to the Broomfield SHD and particularly the "South Quarter" is unsuitable for controlled vehicular traffic permeation under DMURs and does not serve Hazelbrook residents well by reducing safe access to our amenities. It also adds to the traffic pressure on the substandard Kinsealy Lane.

I wish to express my concerns on the following:

1. Hazelbrook entrance/egress and the road from the farmer's entrance directly passing Nos.25-30 was never originally designed to cater for the volume of traffic proposed from the new development and all the houses at Brookfield (and Ashwood).
2. This is evidenced by the layout, width and turn of the road, passing adjacent to an amenity green and the proximity of these houses to the road. It is clearly a secondary feeder road to serve the needs of the houses abutting.
3. This road will, over time be handling vehicular traffic from some 150 units at 2 cars per household times several trips per day – as it is a fact that the Hazelbrook & Castleway developments are very car dependent due to the distance from public transport and cycleway links. This will be the same for Broomfield SHD.
4. Kinsealy Lane is a substandard road and remains a country lane from Hazelbrook to the junction of Kinsealy Lane/Chapel Road. It also lacks continuous paths from Hazelbrook to the Back Road junction. The exit from Hazelbrook has an obstructed view to traffic coming from the Back Road direction and vehicles frequently have to take evasive manoeuvre from cars exiting Hazelbrook who encroach onto Kinsealy Lane. Adding further traffic from Broomfield SHD will increase the risk of accident.
5. As a daily user of Kinsealy Lane I believe the recorded traffic volumes in the Traffic Study are significantly understated and the basis for this study should be revisited.
6. There is a ready constructed road at Brookfield/Castleway which should be permanently opened to spread the traffic volumes over more than one entrance to Kinsealy Lane.
7. Without adequate protection/screening of the proposed link road through Hazelbrook the green amenity is at risk of being lost to the residents as a result of safety fears for children

and adult users alike. This is contrary to Fingal CC objectives and unfair to Hazelbrook residents who were not consulted in this process. The proposed traffic calming measures do not mitigate future traffic volumes.

I believe that the road access and vehicular permeability of the Broomfield SHD needs to be fundamentally revisited and a future proofed, longer term direct traffic access solution onto Kinsealy Lane/Back Road be designed and implemented rather than the bolt on approach currently being proposed. This will require an infrastructure upgrade to these tertiary/secondary roads which should always be the basis of good planning practice.

Yours faithfully,

Miriam Jackson

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